

IN OUR OWN STATE

Annual Meeting of Central Vermont Railway Company

Immense Water Power Will Be Developed at Essex Junction—Fined for Spearfishing Trout Weighing Nine Pounds.

The annual meeting of the Central Vermont Railway company was held at St. Albans Tuesday and the following directors were elected: Charles M. Hays, Montreal; E. C. Smith, St. Albans; E. H. Pittsburg, Montreal; W. Seward Webb, Shelburne; John W. Stewart, Middlebury; John G. McCullough, Bennington; E. H. Baker and Henry B. Day, Boston; S. E. Kilmer and E. L. Marston, New York city; Albert Tuttle, Fair Haven; C. G. Jones, St. Albans; Charles P. Smith, Burlington. The directors elected the same officers as last year.

The gross receipts for the year were \$1,036,076.16; operating expenses, \$2,048,554.29; balance, \$788,421.87; taxes, \$101,782.50; net earnings, \$686,639.37; other income, interest on securities held by the company, \$13,440; total income, \$700,079.37; interest on bonds and rental of leased lines, \$695,052.11; net surplus after fixed charges, \$4616.26; revenue received from all sources, including surplus, \$273,200.45; total operating expenses, increase, \$254,817.78.

The sale of the water powers of William B. Johnson and S. A. and C. W. Brownell at Essex Junction to the Burlington Light & Power company is regarded as the largest business transaction ever consummated in the town of Essex. The sale includes all of the water rights on the land on either side of the Windmill river, which, when fully developed, will give the company the entire power of the Windmill under a fall of 75 feet, and will result in the development of from 5000 to 10,000 horse-power. The two plants are at present developed only to develop the new acquisition at the earliest possible time, as its increasing business demands either increased water force or the installation of a new steam plant. The cost of the work planned is estimated at \$250,000.

I. E. Reed, in municipal court in Bennington Monday, was fined \$25 and costs for spearing a big brown trout in the Hattenkill river in Manchester Saturday. The fish was 27 inches long and weighed nearly nine pounds. Reed exhibited the fish and said he killed it because it was eating the small trout. He was advised to prefer a charge against himself for violating the law and he telephoned to George Warden Chase who went to Manchester and had Reed arrested.

Officers of Federation of Women's Clubs. The closing sessions of the 11th annual meeting of the Vermont Federation of Women's clubs were held at Bennington Thursday. The delegates were entertained in the evening by the Bennington Business Men's club at the club rooms.

In the afternoon the following officers were elected: President, Mrs. P. T. Hazen, St. Johnsbury; vice president, Mrs. Clara M. Perkins, Windsor; recording secretary, Mrs. T. A. Davis, Rutland; treasurer, Miss Jennie Valentine, Bennington; auditor, Mrs. L. S. Norton, Bennington; state secretary of the General Federation, Mrs. Susan E. Balch, St. Johnsbury.

The feature of the afternoon session was an address by Miss Georgia A. Bacon of Boston, a member of the general governing board of the Massachusetts Civic league, on "Civics."

Dr. C. L. Morin of St. Albans has begun work as government inspector at the Burlington Rendering company's plant, the scene of the recent diseased beef scandals.

Lane Langewies, 14, while hunting near the railroad station at Pittsford Sunday, sustained a broken leg by stepping between the ties over a railroad culvert. A train appeared a moment later and the boy had barely time to save his life by crawling from the track.

Mrs. Petro, who came from New York a short time ago to act as housekeeper for Mr. Tupper at 65 Brooklyn street, Barre, drank a quantity of alcohol Sunday with suicidal intent, but the prompt application of antidotes saved her life.

Mrs. Dayton Kenyon, 62, who had been suffering from melancholia a long time, committed suicide Saturday by drowning in Hinesburg pond. She is survived by a husband and daughter and a brother, W. H. Tupper, who is representative from South Burlington in the legislature.

Ignatius Slwek, a Poleander, was killed at West Rutland Friday. A clutch slipped on a car of marble that was being driven by the surface and the car slid down an incline, 250 feet. A heavy block fell from the car and struck Slwek, who died an hour later.

Senator Proctor has sold for \$50,000 the house on 16th street, Washington, which he has long occupied, to Chandler Hale, formerly secretary to the American embassy in Vienna. Mr. Hale is a son of Senator Hale of Maine and his wife is a daughter of ex-Senator Cameron of Pennsylvania.

The badly decomposed body of James McDonough, 46, a carpenter, was found Sunday in an unused building on the premises of his aunt in Rutland. He had been missing since Sept. 26, but as he was a hard drinker and frequently stayed away from home no search had been made for him.

George W. Baker, for many years proprietor of the old Washington hotel, now

SCOTT'S EMULSION

The season's first cold may be slight—may yield to early treatment, but the next cold will hang on longer; it will be more troublesome, too. Unnecessary to take chances on that second one. Scott's Emulsion is a preventive as well as a cure. Take

when colds abound and you'll have no cold. Take it when the cold is contracted and it checks inflammation, heals the membranes of the throat and lungs and drives the cold out.

Send for free sample. SCOTT & BOWNE, Chemists 409-415 Pearl Street, New York 30c. and \$1.00. All druggists.

THE NEWS IN BRIEF

Louis Wagner, from France, Won Automobile Race

Covered 297 Miles in 290 Minutes—Tracy of American Team Made Fastest Lap—One Man Killed and Several Injured.

Driving at the rate of more than a mile a minute, Louis Wagner representing France and driving a 100-horse-power Darracq car, won the third international automobile race for the trophy offered by William E. Vanderbilt, Jr., completing the distance of 297.1 miles in 290 minutes, 10-2-5 seconds. The race, which took place on Long Island Saturday, was the second of a series of races in this country and was attended by many accidents and at least one fatality. Elliott Shepard's Hotchkiss car ran down a man at Krug's corner on his sixth lap, living victim later. Tracy ran down and seriously injured another, and other spectators and contestants were hurt in a thrilling crash. Second runner was Vincenzo Lanzi, representing Italy in a 120-horse-power Fiat. Third was won by Antonio Duray in a 120-horse-power De Dietrich. Clement was fourth and Jonathan fifth. The rest of the contestants did not finish.

The committee decided to stop the race at that point. The contest was witnessed by an immense crowd of spectators, estimated at 25,000, who lined the course from start to finish.

Lanzi actually finished three minutes ahead of Wagner, but the latter started six minutes later than his rival. While only five cars finished 14 out of the 17 that started were running when the race was declared off. Joseph Tracy of the American team, however, finished first made. On the fifth round he drove his big Locomobile car over the course of 23.7 miles in 26 minutes and 21 seconds. The rest of the race was a mere formality, losing the race 28 miles from the finish, one of his tires exploding. He had a lead of seven minutes at the time but managed to change tires and finish the race without a mishap.

Elliott F. Shepard, an American who was driving a big car of 120-horse-power as a member of the French team, was on his sixth lap when he ran down Kurt L. Gruner, a business man of Fairlee, N. J. The victim was thrown high into the air in sight of thousands of people. His skull was fractured and both legs broken and he was dead when picked up. The accident was due to Gruner's carelessness in walking upon the course in his attempt to get a good view of the approaching cars. Shepard was completely unshaken and stopped after he arrived at the judges' stand.

Death of Adelaide Ristori, the Celebrated Italian Actress.

Adelaide Ristori, the celebrated Italian actress, who was the Marchesa del Grillo, died from pneumonia in Rome Tuesday in her 55th year. Her parents were roving actors and the daughter began her stage career at the age of three months and at 14 years was playing important roles. After she had attained great fame as an actress, she married a nobleman and lived in the seclusion of a villa. Her performance was so pronounced that she was persuaded to return to the stage. She began an engagement in Rome almost at the time of the siege of the city. Her plan lay in the immense amount of excavation it would require in the cut at Cavalcata. Had this been the only difficulty, it is probable that the project would have been adopted; but when it is understood that the real problem was the holding back of the enormous waters of the Tiber, a flood of 80,000 cubic feet per second, by a dam at Gamba, rising to a level of 150 feet above the surface of the canal, and more than a mile in length, the project will be seen that the Culera cut was a secondary matter. In the sea-level plan the accumulated flood waters of the Tiber were to have been let off gradually through sluices into the canal itself, producing at times a current as high as four feet a second. In the lock project, the water in the flood river merged into one great lake, with ample spillways, giving unrestricted navigation for vessels of all sizes for one-third of the distance across to the Tiber. It is believed that the experience with the locks on the Sault Ste. Marie canal, between Lake Superior and Lake Huron, warrants the belief that the locks at Panama can be operated without material delay to navigation, the tonnage passing through the "800" canal now aggregating more than three times as much as that of the Suez canal. (Henry Harrison Supple, in the Forum.)

The United States Steel corporation has leased the Hill ore properties in northern Minnesota on a royalty basis. The amount of ore in the mines exceeds half a billion tons, and the corporation secures a supply sufficient for the next 50 years.

A series of tornadoes on Friday struck the states along the Gulf of Mexico which were swept by hurricane a week earlier, killing seven persons in the country. About New Orleans and causing \$500,000 property loss in that city. Other storms were reported from Pontchartrou, La., Biloxi, Miss., and Kishwaukee, Ala.

The first fatal shooting accident of the season for big game, which opened in Maine Oct. 4, occurred Saturday near Mattawamkeuc, when Edgar Bailey, 61, was killed by his neighbor, Guy Lordley. Lordley saw something moving in the bushes which he thought was a bear and fired. The bullet struck Bailey in the heart and he died in a few minutes.

The Massachusetts Republican state convention held in Tremont Temple, Boston, Friday, re-nominated Gov. Guild, Lieut. Gov. Draper and the rest of the present state officers by acclamation. It adopted unanimously the platform presented by Atty.-Gen. Moody, chairman of the platform committee. Neither Eugene N. Foss nor anyone representing him offered a substitute plank or raised a voice in dissent.

Eight men were killed and nearly two scores of persons injured at Philadelphia Friday by the explosion of illuminating gas in the Market street subway at Sixth street. High buildings were shaken by the force of the explosion, and for a block on either side of the scene of the explosion nearly every window was shattered. The street caved in, halting traffic and resulting in a suspension of business. Fire followed the explosion, but it did not do damage to neighboring buildings. The loss will exceed \$300,000.

Five passengers were killed outright and seven were more or less seriously injured in a rear-end collision between a regular passenger train from Boston for Albany and a military special on the Boston and Maine railroad at Troy, N. Y., shortly before 5 o'clock Thursday evening. Among the victims of the disaster was the wife of J. W. Dacey, who was married Wednesday evening in Burlington, Mass. She and her husband had planned an extended wedding trip. Mr. Dacey was but slightly injured, but the death of his bride rendered the wedding a tragedy.

Several serious accidents occurred in the rush of automobiles to the racing course on Long Island. Joseph Stadler, a laborer, was cut down in Astoria by a big touring car owned by William M. Woods of Boston. Stadler died while being taken to the hospital. The chauffeur of Woods' automobile was arrested and admitted to bail. Felix Salanowski, confined by the approach of several cars, fell in front of one which was trying to dodge, and was run over. He was taken to the Long Island hospital suffering from a broken back and internal injuries. He will probably die. The driver of the car did not stop. Two big touring cars collided in a head-on crash near Garden City. Israel Williams, one of the owners, was so seriously injured internally that he may not survive. The driver of both cars were badly torn and bruised.

Two men were killed, two fatally and a dozen seriously wounded Monday in a battle between striking mill hands and police in Buckingham, Quebec. The men left work Sept. 15. Their money had disappeared, and when they found that the mill owners were going to import labor, they were in a desperate mood. Two hundred men armed with revolvers started for the mill, with the intention of driving the strike breakers out. The mill owners had posted 40 detective and special policemen near their property, and two members of the firm fought beside them. The first rush of the strikers was met by a volley from the revolvers of the police. The strikers sought shelter and opened fire on the police, many of whom were hit. A desultory fusillade was kept up 15 minutes, then the strikers by mutual consent, hostilities were suspended while both sides removed their wounded. Later in the day 100 government troops from Quebec arrived and went into camp near the mill.

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The Lock System for the Panama Canal. The selection of the lock plan was undoubtedly due to the acceptance of the dominating influence of the Charges river. It has been seen that the great difficulty of the sea-level plan lay in the immense amount of excavation it would require in the cut at Cavalcata. Had this been the only difficulty, it is probable that the project would have been adopted; but when it is understood that the real problem was the holding back of the enormous waters of the Tiber, a flood of 80,000 cubic feet per second, by a dam at Gamba, rising to a level of 150 feet above the surface of the canal, and more than a mile in length, the project will be seen that the Culera cut was a secondary matter. In the sea-level plan the accumulated flood waters of the Tiber were to have been let off gradually through sluices into the canal itself, producing at times a current as high as four feet a second. In the lock project, the water in the flood river merged into one great lake, with ample spillways, giving unrestricted navigation for vessels of all sizes for one-third of the distance across to the Tiber. It is believed that the experience with the locks on the Sault Ste. Marie canal, between Lake Superior and Lake Huron, warrants the belief that the locks at Panama can be operated without material delay to navigation, the tonnage passing through the "800" canal now aggregating more than three times as much as that of the Suez canal. (Henry Harrison Supple, in the Forum.)

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